



LEE'S SUMMIT MISSOURI



POLICE DEPARTMENT

To: Chief Travis Forbes
From: Major Mike Childs
CC: NA
Date: March 28, 2019
Re: 2018 Biased Based Policing Analysis

I have completed the analysis of the 2018 Biased Based Policing Statistics for the Lee's Summit Police Department. The analysis is a review of all sworn officer traffic stops and investigative vehicle stops with regard to minority contacts. The time range of the analysis was January 1, 2018 through December 31, 2018.

During the reporting period of 2018, Lee's Summit Police Officers conducted the total of 17,078 car stops. The total stops for 2018 increased less than 5% from 2017, or 759 additional stops:

- White drivers accounted for 12,948 (76%);
- Black/African American drivers accounted for 3,338 (20%);
- Asian drivers accounted for 114 (1%);
- Hispanic/Latino drivers accounted for 181 (1%);
- American Indian/Alaskan Native drivers accounted for 14 (N/A); and
- Other drivers accounted for 480 (2%).
- Additionally, men accounted for 9,398 (57%) of stops while women 7,677 (43%).

Thus in 2018, the total number of minority drivers stopped by law enforcement to include the category of 'Other' represented 24.17% of traffic stops by Lee's Summit police officers, or remaining unchanged at a 7% range over the 2010 census minority population average for the State of Missouri of 17.24%. This data shows a continual but slowing increase from 19.1% in 2013, 21.4% in 2014, 22.83% in 2015, 23.23% in 2016, and 24.24% for 2017 to the current 24.17%. The previous year's gradual increase and last year's stagnate percentage should indicate the expected change of the minority population for the city and state not properly reflected when using a fixed 2010 census figure as the base. Although the contact percentage remains steady with only a slight decline, complaints of biased based policing received by the department remain constant with 2 complaints reported for 2018. Those complaints are further analyzed at the conclusion of this report.

As the percent of minority contact did show an ever-slight decline it does have some comparison with the City of Lee's Summit 2018 Development Plan listed below which also reflects a decline in the city's minority population for 2018 to 14.7%, or 1.55% less than 2017. Even with the decline the department contacts on traffic stops would still remain above the state average expectations.

Lee's Summit City Population Demographics for 2018

- Total Population – 97,461
- African American – 9.1%
- White – 87.5%
- All Other (Hispanic, Asian, Indian, Multi-race and Pacific Islander) – 3.4%

As our contact percentages compare to a population estimate from a 2010 census report we sought out even additional factors of comparison directly related to the City of Lee's Summit itself for the year 2018. A close comparator would be the reported minority population of the Lee's Summit R-7 School District and student demographics. The student population is reported annually through the Missouri Department of Elementary and Secondary Education and is listed below. Even though these figures may not represent motor vehicle operators over the age of sixteen, it may be more of a community mirror to our adult driving population of parent equal to child.

Lee's Summit R-7 Student Demographics for 2018

- Total Student Population - 17,937
- African American - 12%
- White – 75%
- All Other (Hispanic, Asian, Indian, Multi-race and Pacific Islander) – 13%

The factors of more than one student in the district, one-parent households, and the senior population of our community may alter overall numbers, or actually increase the school district minority attendance percentage to 25%. Still the existence of a student population closer to our present contact numbers just may be a better indicator of a true minority population in Lee's Summit.

An additional factor the city has encountered is transitory population through Lee's Summit each day related to highway structure and ingress and egress from the boarder shopping districts. Lee's Summit is served by four major highway corridors including I-470, M350/US 50, M-291, and M-150 with 14 interchanges. As a suburban community to the greater Kansas City metro area the highways are a direct link to the urban core providing convenient ingress and egress. This highway corridor expectantly provides the additional factor of increased urban consumers seeking safe and convenient retail shopping and employment. As the city of Lee's Summit has increased its retail

foot print on our west city limits this is in contrast to the number of retail stores continuing to close in the greater Kansas City metro area. So the highways provide the direct conduit for a safe shopping environment or employment opportunity for an urban population coming from south Kansas City, Raytown and Grandview. This influx of retail traffic not only accounts for more vehicles, thus more vehicle stops, it also increases the minority population surrounding a bigger traffic concern related to the shopping district and the need for increased traffic enforcement.

The police department's above average minority contacts may be further substantiated with the pass through highway traffic based on the resident non-resident contacts recorded. Traffic stop statistics track whether the driver of the vehicle is a Lee's Summit resident, or from outside our jurisdiction. For 2018 the department completed 17,075 car stops of which 8,727 were Lee's Summit residents. A total of 8,348 were non-resident drivers, or just short of 50% from surrounding jurisdictions who may have higher minority numbers.

With understanding that the highways provide the conduit for pass through population for work and retail, and these areas of work and retail are high traffic flow concerns, then bordering community minority populations need to be examined as they may affect the City of Lee's Summit. The greatest increase for the city retail footprint, and employment opportunities, has been the west side of town which borders the communities of Kansas City and Raytown, with a close connection to Grandview. These communities have stark minority population differences as compared to Lee's Summit. As an example using only the African American population, Kansas City Missouri estimates their population above 29%, Raytown reports 25%, and Grandview reports an African American population over 41%. When analyzing the population for these surrounding communities it demonstrates the population for just African Americans exceeds our 24.17% related to traffic stops for all minority contacts. With the minority population differences of surrounding communities, even a small percentage of the population coming from each of these communities for work and/or entertainment may affect the police department's minority contact percentage beyond our population totals.

For more of an informational purpose a review of statistics by age and gender of those stopped for investigative or traffic issues was also conducted. The results are:

Age:

Under 18 years old:	1,004
18 to 29 years old:	5,906
30 to 39 years old:	3,643
40 or over:	6,522

Gender:

Male:	9,398
Female:	7,677

In addition, I reviewed the Biased Based Policing Complaints received by the department as filed by citizens for 2018. I located 2 complaints; #18-06 associated to a traffic stop for a speed violation, and #18-08 associated to a traffic stop of a vehicle operating after dark without headlights, both of which were complaints of racial profiling. Both complaints were properly and promptly investigated by a Special Operations Captain who found no basis to support racial bias by either officer in the performance of their duty. In both instances the officer witnessed a moving violation without reference to the race or gender of the driver and conducted their stops professionally. Both complaints are classified as exonerated, in that the traffic stops did occur, but were legal and justified by way of the observed traffic violation with no indication of racial bias.

Though minority contacts may gradually increase each year the supervisors in the Operations Division continually monitor the officers assigned to their shifts and the traffic unit on a quarterly basis. Supervisors conduct the quarterly analysis of patrol strategies and enforcement behaviors for their individual officers and immediately address issues as they arise. While statistical disproportion does not solely prove an officer is not making vehicle stops based on the perceived race or ethnicity of the driver, the compilation and analysis of data provides an early warning to address activities in the best interest of the community and department. Supervisors will strive to take every opportunity in continually educating officers of the pitfalls of biased based policing and ensure an unbiased approach to traffic enforcement exists.

In conclusion, the 2018 Biased Based Policing Analysis and review of Biased Based Policing complaints did not substantiate any indication that any particular officer or unit of the Lee's Summit Police Department is practicing biased based policing. Factors indicate outside influences can and do increase our contacts, along with district demographics and patrol initiatives such as crime reduction efforts and traffic enforcement efforts.

Professionally,



Major Mike Childs, Operations Commander

Reviewed 4-16-19
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